

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

February 21, 2006

6:00 PM

Chairman Osborne called the meeting to order.

The Clerk called the roll.

Present: Aldermen Osborne, O'Neil, Shea, Roy, Long

Messrs.: P. Borek, J. Hoben, Lt. Valenti, T. Arnold, R. Hobbs

Chairman Osborne advised that the first purpose of the meeting is organizational in nature, and requested the Clerk to provide a brief overview regarding typical issues addressed by the Committee.

City Clerk Bernier stated as all of you are aware and it is in your City Government book but it states that the Committee on Public Safety and Traffic shall have jurisdiction over all matters committed to the Committee by ordinance and by an act authorizing the Board of Mayor and Aldermen of the City of Manchester to delegate its authority pertaining to regulation of highways, Ch. 335, 1951 NH Laws 815, as well as jurisdiction over parking facilities and the health and safety of the citizens of Manchester and such other matters as may be referred by the Board of Mayor and Aldermen. The Committee shall review all such referrals and where required after due and careful consideration, shall report back to the Board of Mayor and Aldermen.

Chairman Osborne addressed Item 4 of the agenda:

Report to be presented by Paul Borek regarding resolution of issues raised by Amoskeag Terrace Condominium Association relating to the construction of Manchester Place, LLC.

Paul Borek, Economic Development Director, stated I want to update the Committee on the status of discussions with Manchester Place, the developers of Manchester Place and the Amoskeag Terrace Condominium Association as well as City staff. On December 13 a meeting was coordinated with City staff and the residents and the developer and a number of issues were identified. The developer and City staff have followed up on these issues and I will just provide a brief summary. The Kidder Street sidewalk, the Highway Department has estimated the cost of correcting some deficiencies in the sidewalk to be about \$36,000 and this

item will be included in the Highway budget for 2007. That will be submitted for consideration to the Board of Mayor and Aldermen. Another item was sidewalk drains that allow run off from the Amoskeag Terrace Development to the street. The Highway Department has agreed to work with Amoskeag Terrace Association to determine what, if any, changes are needed with the drains. The drains may be in good shape and there may be some slight adjustments that would be needed. They indicated that those were private drains and they will consult with the Association to address those. It was identified that some tree limbs were damaged during the project and it was the Highway Department's opinion that the contractor that did the damage should follow up and make the repairs and trimming associated with the trees. They agreed to take the lead in doing that. Traffic was identified as an issue, particularly cut through traffic at Amoskeag Terrace. The Manchester Place developers indicated that they would inform all new residents of the private nature of the Amoskeag Terrace streets and warn them that use of those streets was prohibited. In addition, staff will monitor as Manchester Place fills up. We will monitor traffic patterns and conditions and suggest any changes if they are warranted in the future. Parking was also identified as an issue, particularly visitor parking for the two developments. Manchester Place agreed to provide their new residents with notices detailing parking requirements and limitations and opportunities in the neighborhood. Garage lighting or the light diffusion emanating from the garage itself was mentioned and identified as an issue. Manchester Place and City engineers will be looking at the lighting required by code to see if any adjustments can be made to provide safe lighting but reduce any dispersion of lighting to the residents. That should occur shortly. Two other issues were the shading or the application of some treatment on the side of the garage was undertaken on the lower floors of the garage facing the Amoskeag Terrace development and it was requested that additional treatment all the way up to the top of garage be considered. The developer is securing costs on that item although the developer indicated that those costs would be beyond the scope of the project and might warrant some additional consideration. Finally one last item was that the Amoskeag Place residents indicated that there was some construction debris that appeared to blow over into the development and the developers of Manchester Place agreed to take care of the removal of that debris when the weather breaks if it remains a problem and hasn't been carried off by weather in the meantime. My intention was to provide you with an update. I will be following up on all of these items and reconvening the group and will report back to you on final resolution but that is the status as of today.

Alderman Roy stated I observed a number of cars cut through Amoskeag Terrace and when I looked to find out a reason why, if you are going south on Canal Street typically like from Ward 1 the only way to get to Dunn furniture or the restaurant there or Four Star Flooring is to turn up the street and either cut through one of the

private ways or go to Elm Street and then back to Kidder Street. There is a no U-turn sign on Canal. Can we ask the Traffic Department to look at that and see if that is necessary or if it could just be No Trucks because you do have quite a bit of substantial retail between Kidder and Dow Streets and the only way to really get there is to cut through the private streets. It might be a minor improvement for the neighborhood but at this point anything we can do to help would be appreciated. If you could ask the Traffic Department to look at that.

Mr. Borek responded I would be happy to do that.

Alderman Long stated with respect to the traffic also with the new club coming in there that was also a concern. I appreciate Alderman Roy's input with respect to that. That would certainly cut down on some of that use. There are other issues involved with people cutting through there and some other day we can address it and we can probably bring it up at the next meeting we have with the residents and the parties involved.

Chairman Osborne addressed Item 5 of the agenda:

Ratify and confirm poll conducted January 4 & 5, 2006 approving short-term parking in the vicinity of the City Hall Complex for two members of the Mayor's staff.

On motion of Alderman Roy, duly seconded by Alderman Long it was voted to ratify and confirm the poll.

Chairman Osborne addressed Item 6 of the agenda:

Request of Alderman O'Neil to paint shamrocks at the intersections of Elm and Pleasant Street and Elm and Hanover Streets for the St. Patrick's Day Parade to be held on March 19, 2006.

On motion of Alderman Roy, duly seconded by Alderman Long it was voted to approve the request under the direct supervision of the Traffic and Police Departments.

Chairman Osborne addressed Item 7 of the agenda:

Communication from Alderman Long submitting a request on behalf of the Thousand Crane Restaurant located at 1000 Elm Street to purchase two meters from 5 PM to 8 PM (\$100/month) for take out customers.

Jim Hoben, Deputy Traffic Director, stated this is a unique situation on Mechanic Street. Right now we have a 15-minute that services the Y. I think it is 8 AM until 6 PM. In discussions with Lt. Valenti we thought the best bet would not be to dedicate meters themselves but to change the 15-minute zone to 8 PM at night seven days a week.

Alderman Shea asked has any other Elm Street business made a similar request and would this approval lead to other requests and then what would we do.

Mr. Hoben answered as far as I know this is the first request.

Alderman Shea asked can you envision that other businesses on Elm Street because if this were granted...

Mr. Hoben interjected if you put it on a meter...Mechanic Street has the only 15-minute zone in the downtown area. It is a unique situation.

Alderman Shea asked so basically what you are saying is that this would lead to significant problems if it were granted or it wouldn't. What is your response to that?

Mr. Hoben answered I would advise not to do it at the meters. You can discuss it further with Lt. Valenti. He suggested changing that 15 minute...there are no meters there it is free parking from 8 AM-6 PM seven days a week. It is on the side of the Hampshire Plaza.

Lt. Valenti stated it would also be tough for the Police Department to enforce if we did allow Thousand Crane to bag meters. It would be tough to enforce if somebody else took the spot. The alternative would be the 15-minute zone on Mechanic Street.

Alderman Long stated when I was speaking to David his interest wasn't Mechanic Street and I understand that is 15 minute parking there now. He stated to me that the few times he has tried to implement something of this sort...his business is pick up. There is no business when there is no parking. You are not going to go and double park to pick up your food. In speaking with him he had proposed to from 5 PM to 8 PM purchase two meters for \$100/month for each meter so that is \$200/month. That would give us a profit of \$67 for each meter because it is \$1.50 for the three hours that we are using up, which is \$32. Although I appreciate the changes that may work, that 15-minute parking is taken up consistently. Mechanic Street wasn't the issue. Those parking spots are constantly full. I was just thinking the two other restaurants there – the Edible Bouquet...they close at 5 PM so it is not an issue to them. The majority of his business could increase if he were

to have a designated spot where people could...you know designate it for him for pick up. I understand as far as monitoring this and policing it. To be honest with you, we weren't even going to be firm or he wasn't going to be firm with respect to people parking there for ½ hour. That would more or less be his issue. He would put the bag on and take the bag off. He is willing to pay for the bags. I was just looking to...the other businesses around there, the ones that I have spoken to didn't appear to have a problem with this. To David, it does matter because the majority of his business is pick up and he is consistently...he is losing a lot. It is worth it to him to pay the \$100 per meter even though if he fed them it would be \$32 for the month.

Lt. Valenti stated well I know parking is tight downtown right now. That would tie up two metered spots for a period of three hours and would have an impact on other businesses around there.

Alderman Roy stated I have a question for Alderman Long. If he wasn't concerned about Mechanic Street where was he proposing that he be able to bag the meters.

Alderman Long answered on the corner of Mechanic and Elm Street on the West Side.

Alderman Roy stated this is fairly irregular. I would like to see a downtown business be supported but my concern is other locations or could potentially a loading zone be developed along the side of Hampshire Plaza so it is not one specific business but it is active loading and unloading? Personally I believe the 15 minutes across from the Y gets filled. Unless someone is picking up a child they are there for more than 15 minutes so I don't think that helps the businesses in the area. We have Quizznos on the other corner, which could probably have some active loading and unloading. I would look for this maybe to not be a meter issue but maybe an active loading and unloading zone created so that it is no cost to the business owner but it does accomplish what he and anyone else in that neighborhood wants to do.

Mr. Hoben responded without designating it for the restaurant I don't know how you can enforce it. Anyone else on the street can park there.

Alderman Roy replied not if it was designated for the restaurant but designated as a loading and unloading zone and have it an active parking zone so if someone was there for take out fine and if someone was there to pick up a child at the Y fine but I don't see just increasing that 15 minute time frame making that much of a difference.

Mr. Hoben asked so your suggestion is to put a couple of spaces for loading zone in that 15-minute area.

Alderman Roy answered or between the stairway to the Hampshire Plaza. Are there any parking spaces there?

Lt. Valenti stated there is a fire hydrant right there.

Alderman Long stated with respect to...I guess with me it is more of a designated spot for the business. There certainly may be other businesses that will say wait a minute that is a good idea but what I am looking at are creative ways to bring in some revenue here. Although minor...you know each meter is \$67.37+ because that doesn't include the holidays. It is bringing in more for the use of that spot at \$100. I don't know what other businesses would be willing to pay that much. That is twice what it is worth. I am looking at a designated spot for pick up. That way there there are no questions asked and people aren't stopping in and out. Whether or not we can even consider on one of those 15 minute parking spots that one of them be from 5 PM to 8 PM a designated pick up spot.

Mr. Hoben responded I think if you went with the restaurant logo on the bags you are setting a bad precedent. If you look at the Middle Street Lot one own came in and we gave him two permits in the Middle Street Lot and at the following meeting there were letters from lawyers requested that others get permits there. I think once you open it up you will have a hard time stopping it. We can definitely take a look at changing some of those 15 minutes to a couple of loading zone spaces closest to the staircase if that is your wish.

Alderman Long replied I will have to go back and talk to him but it is not going to help unless he has a designated spot. Right now that 15-minute parking is full. It is constantly full right now until 8 PM. He is open until 11 PM so after 8 PM...maybe we can go even after 8 PM. I can guarantee that his business plan will be productive and profitable designating a spot to him. Other than that, it is first come first served and there is no guarantee that he is going to have a parking spot. I can't see people honoring the pick up not knowing whether or not they are going to be able to get in and out of there in five minutes.

Alderman O'Neil stated I think no matter what we do it is going to come down to an enforcement issue and I would ask Lt. Valenti is this enforceable. I agree with Alderman Long. People are parking there now for more than 15 minutes. Obviously the parking control officers can only get by there so many times in a shift. My concern would be creating a situation and we actually already have one there that may or may not be enforceable.

Lt. Valenti responded as I said I do not believe it will be enforceable. What stops me from pulling into the bagged spot and running down the street to the local sub shop?

Alderman O'Neil replied I am not even talking the bags. I am talking about the 15-minute parking as it is now. People park there longer than 15 minutes. How can we assure no matter what we do that it is going to be enforced?

Lt. Valenti answered I don't think we can unless we have enough people on at night to check every 15 minutes.

Alderman O'Neil asked do you have any idea how often they hit the corner of Mechanic and Elm on a given day or when they work until 8 PM.

Lt. Valenti answered no.

Alderman Shea asked is this strictly a take-out or do they deliver as well.

Alderman Long answered you eat there...I am not sure whether or not they deliver but I don't think they do.

Alderman Long moved to authorize the purchase of two meters from 5 PM to 8 PM at \$100/meter/month by Thousand Crane Restaurant. Alderman Roy duly seconded the motion.

Thomas Arnold, Deputy City Solicitor, stated we have always pointed out in the past that we don't think you can dedicate street parking to a particular business or a particular use. I heard the discussion about bags and I was desperately looking for that policy. I gather it is not in the ordinance book. My understanding is that in the past it has been limited to construction. You might revisit that policy if you want to expand it but in terms of dedicating two spots on a public street to a particular use our office has always recommended that it not be done.

Chairman Osborne stated that is the way I felt about it myself from the beginning. Nothing against Alderman Long or the business or anything else but I think if we start this we are going to open a can of worms here. They are all waiting to see what happens with this and the next thing you know everyone will be coming in for bags. This is what I can see happening. If there is nothing in the ordinance that says we can do it or can't do it...

Alderman Shea moved to receive and file. Alderman O'Neil duly seconded the motion.

Alderman O'Neil asked don't you already have a motion on the floor.

Chairman Osborne asked doesn't a motion to receive and file supercede that.

Clerk Thibault answered no.

Alderman Roy stated the Solicitor was just telling Alderman Long some information and I don't know if he would like to revise his motion.

Alderman Long withdrew his motion and Alderman Roy withdrew the second.

Deputy City Clerk Johnson stated what we were trying to inform the Alderman of is that he could, in fact, create a loading zone, which had already been mentioned by the Police Department and Traffic Department I think as well. The question is whether he was looking for the loading zone on the Elm Street side or the Mechanic Street side. It could be on either. Also do you want it 5 PM to 8 PM or a full-time loading zone. Those are the two questions we would like to clarify.

Alderman Long moved to designate a loading zone from 5 PM to 8 PM on Mechanic Street and that the 15 minute parking be extended to 8 PM. Alderman O'Neil duly seconded the motion.

Deputy City Clerk Johnson asked that would be for the spots closest to the Elm Street location near the stairs correct.

Alderman Long answered yes.

Chairman Osborne asked what is there now on Mechanic and Elm Street.

Mr. Hoben answered on the north side of Elm down to Plaza Drive it is a 15-minute only from 8 AM until 6 PM.

Chairman Osborne asked who uses that mostly.

Mr. Hoben answered it is mostly drop-offs for the YMCA.

Chairman Osborne asked and we would be taking up how much of that on Mechanic Street. How many spaces are we going to have for unloading?

Mr. Hoben answered I believe he is looking for two.

Chairman Osborne asked two spaces and that would be just beyond the hydrant.

Mr. Hoben answered we will try to get it closest to the stairs.

Chairman Osborne asked and what on Elm Street again.

Mr. Hoben answered nothing on Elm Street.

Alderman Long asked would it be possible for a loading zone across the street, which would be on Mechanic Street south perpendicular with the 15-minute parking.

Lt. Valenti answered there are metered spots there now. There is no loading zone. There are three or four metered spots and then No Parking Here to Corner.

Alderman Shea asked what does that entail, this loading zone. If somebody goes there and decides to park but it is a loading zone is somebody going to come by and say this car has been here for ½ hour or ¾ of an hour.

Lt. Valenti answered we have enforcement of the loading zones.

Alderman Roy stated just so we are clear on what we are enacting, Lieutenant, if you could just go through what is allowed in a loading and unloading zone.

Lt. Valenti responded we are going to designate two spots as a loading zone so you can park there for 15 minutes before you get tagged.

Alderman Roy asked and the rest of the street would be 15 minute parking up until 8 PM and it is currently until 5 PM right now.

Lt. Valenti answered no it is currently 8 AM to 6 PM but what we will have now is 8 AM until 8 PM.

Chairman Osborne stated I don't want to throw a monkey wrench into this but what is to tell the people that are picking up there...it says loading zone but how do they know that is where they can park to pick up their pizza or grinder or whatever it is. How is that going to designate anything? You said it is for pick up. How will the people know when they go on that street and see "Loading Zone"...I don't think too many people will park there unless they know that is what it is for. That is what I am trying to say.

Alderman Long responded that will have to be part of his marketing plan to let people know where to park. Can I get clarification on the motion? The current 15-minute parking is there still going to be 15-minute parking?

Lt. Valenti replied that is correct.

Alderman Long asked and then 5 PM until 8 PM it is going to be a loading zone.

Lt. Valenti answered unless you want to make it all day we can designate two spots loading zone from 5 PM until 8 PM.

Alderman Long stated well whatever you think is correct. I just want to make sure that the motion is correct.

Deputy City Clerk Johnson asked can I make a suggestion. The thing of it is that you can't have two designations for the same spot. In the regulations it is going to become pretty confusing and for the signage. My suggestion would be to take two of your 15 minute spots closest to the stairs, and that is what I understood was going to happen, and make them a loading zone from 8 AM to 8 PM, which in essence is still at 15 minute spot it is just that it is considered to be loading and unloading only. That would go until 8 PM for that section.

Alderman Long stated but you are shutting off the 15 minutes from 8 AM. I mean people aren't going to park there if they are going to the Post Office if they see a loading zone. The issue here isn't in the morning it is from 5 PM or 6 PM or whatever you decide. That is why I was wondering if we could keep the 15 minute parking and everything normal and then designate the loading zone in the evening from 5 PM until 8 PM or 6 PM until 8 PM.

Mr. Hoben stated we could do a dual use space. We have done that with meters. We put loading zones at meters down on Depot Street and Elm Street by the arena. One sign has two designations on it.

Deputy City Clerk Johnson asked so the regulations will read 5 PM to 8 PM loading zone and 8 AM until 5 PM will be 15 minute parking and you will fix the signage accordingly.

Mr. Hoben answered yes.

Chairman Osborne asked the Clerk to read the motion back.

Clerk Thibault stated the motion is to designate two parking spaces on Mechanic Street closest to the stairway as 15 minute parking only from 8 AM until 5 PM and a loading zone from 5 PM until 8 PM.

Chairman Osborne called for a vote. There being none opposed, the motion carried.

Chairman Osborne addressed Item 8 of the agenda:

Communication from Alderman Duval requesting the city conduct a study and reduce speed for 25 mph on Bridge Street.

Alderman O'Neil stated having been a former constituent of yours, Alderman Osborne, when I lived on Lake Avenue you can post anything you want but it is an enforcement issue. I know the Police Department has worked on this. I have seen them out in the area of Belmont Street. The hill naturally creates additional traffic and it is not an unusual situation. It happens on Lake Avenue and on Union Street. In my opinion this is just a feel good issue. If we don't get police officers out there enforcing it, it means absolutely nothing. We took a step this year by creating an additional traffic enforcement officer. I do appreciate the comments about the school district in front of Trinity but I am not particularly sure, and I travel Bridge Street regularly, I am not particularly sure that is where the trouble spot is. I don't know if Lt. Valenti would like to comment.

Chairman Osborne stated when you mentioned Spruce Street and Lake Avenue I find that law enforcement is good but they can't be everywhere at the same time. What I did on those two streets is working very well. Those signs I put up there we get about 40% or 50% that pay attention because I stand on that hill myself many a times on Lake Avenue watching cars come down that street and when they put their brake lights on going down Lake Avenue, which I never saw before in my life and I have lived there all my life I think it is working somewhat.

Alderman O'Neil stated the signs may or may not be helpful. I think what has been helpful...Lake Avenue was a targeted enforcement spot by the Police Department either in the area of Cash Street or Beacon. They wrote the past two summers an awful lot of tickets. I think we can do anything we want but until we have enough police officers out there to write tickets it is not going to change anything. It is not going to slow people down.

Alderman Shea asked would reducing the speed limit from 30 to 25 be helpful assuming that you need whatever additional personnel at the Police Department. Would it be helpful?

Lt. Valenti answered no I don't think it is going to be helpful. I know there was a letter that Tom Lolicata received from one of the state engineers who recommended that we don't make 25 mph zones in the City because what we are basically doing is making 99% of our populous violators of the law because most of them are driving at a speed of 35 mph. I think a 30-mph zone is a good barometer of speed. It is just that we need to slow people down. How do we do

that? We do that by enforcement. We do that by narrowing the road and doing some traffic calming things. The street right now is fairly narrow. We have parking on one side and that tends to slow traffic down. There is a lot of traffic on that street currently. It is a major thoroughfare right to the downtown and back on to the highway because of the traffic on that road that tends to slow the traffic down. Some of the problems we see on that street because of the traffic is the pedestrians have a hard time getting across the street. A lot of the accidents on the street are a result of people not paying attention and going through red lights or failing to yield at stop signs or things of that nature. Dropping the speed down is not going to reduce the accidents. You reduce accidents by doing enforcement and maybe some other things that we can do.

Alderman Shea asked how about signage. Does that help? The signage over by Spruce and Lake. Does that help or not help?

Lt. Valenti answered I think it certainly grabs the motorists attention when they see the signs. As Alderman O'Neil said though a lot of the reduction in speed over there is a result of enforcement. If you see a policeman out in the street day in and day out stopping cars or writing tickets, you are going to slow down a little unless you don't have a brain.

Alderman Shea asked so it is multi-faceted in other words. You could put more signage or you could reduce the speed. You could perhaps do more enforcement or other things like put blinkers or something.

Lt. Valenti answered right now the recommendation we are making is...right now Bridge Street from the area of Trinity High School down to Belmont is an advisory school zone. It is a 20-mph zone through there but it is not enforceable. What we are recommending is a light, a flashing light, notifying motorists that it is a school zone and once that is installed we can enforce the 20 mph zone 45 minutes before school and 45 minutes after school lets out. We also have a recommendation...

Alderman O'Neil interjected can I just get a clarification. Lieutenant would that be from almost Mammoth Road to Hall Street or somewhere in that vicinity.

Lt. Valenti responded correct. We looked at it...actually we had a discussion the other day and if we were able to get funding for a light we could make it an enforceable school zone from Mammoth...

Alderman O'Neil interjected you actually need a pair of lights correct. One in each direction.

Lt. Valenti responded yes one in each direction. We could get that from Mammoth Road right down to Hall Street.

Alderman Duval stated naturally this is of significance to residents in Ward 4. A good bulk of the upper portion of Bridge Street from Maple heading east is still highly residential. Bridge Street is unique in that it has St. Joseph's Junior High at the bottom of the hill and coming up the hill we have a significant volume of traffic that crosses at intersections of Beacon and Bridge and Belmont and Bridge because of Hillside Junior High. We have increased utilization at Derryfield Park. They have done a good job rehabbing the park but now we have more kids playing up there then ever. The parking lot is constantly full during good weather. We have a great number of pedestrians crossing a number of streets from Beacon and Highland for dog walking with use up around the Weston Observatory and upper McIntyre Ski Area and around Derryfield Park and then we have McDonough School traffic at Highland and Bridge. We have Trinity High students parking in the parking lot and crossing at Highland and Bridge. I can't tell you how many people have already approached me since I started serving a month and a half ago about what we are going to do with respect to the speed of vehicles on Bridge Street. It is not getting better. It is getting dramatically worse and I think an open and fair discussion pertaining to this issue is key. I don't think we have all of the answers and I think Dan is correct that we need enforcement for sure but we have to start somewhere. I don't think it is fair to the residents of Bridge Street...many of them with young children. They are single family homes and I don't think it is fair to not thoroughly discuss it and at least begin to apply some fixes to try to slow down the traffic. I know it is a problem throughout our City everywhere and I think we have to as a Board take a serious look at this issue and perhaps come up with a city wide plan to bring down the speed of motorists in this City because it is an absolute detriment...it is tying up police officers with unbelievable amounts of traffic accidents in our City. Two hundred and eighty-two alone in one year on Bridge Street. That is costing everybody tons of money. We have to take a serious look at it. This is just one attempt, one step I think in the right direction.

Alderman O'Neil stated I think the move to put up some signals regarding the school zone and it would be a fairly extended school zone, I am absolutely 100% in favor of. That will slow people down at the peak hours when young people are trying to cross the street. I am absolutely in favor of this. I lived on the hill of Lake Avenue and I can tell you that until there were cops at the bottom of the hill...you had a program going with state troopers and until tickets got written...that is what slowed traffic down. You can put up all of the signs you want. Until people get hit with tickets and have to pay a fine that is the only way they are going to slow down.

Alderman Duval responded I think the other reason is obviously if the speed limit is reduced and tickets are written following enforcement then the tickets will be more severe and I think that is what we are looking for. I think the punishment has to be severe if we are going to be serious about the issue and get motorists to slow down. Bridge Street is just riddled with problems from top to bottom because of the condensation of schools and activities at Derryfield Park and so forth. You know the area as well as anybody Alderman O'Neil and I think if we look to reduce the speed limit and enforce that is probably the best two punch effort we can make.

Mr. Hoben stated after this letter was submitted we had another meeting with the Traffic Division of Police, Highway and Alderman Duval last Friday. We discussed this and came to the conclusion that we should receive and file the 25-mph speed limit. The other thing is we were looking at the school zone. There are certain restrictions on a school zone. It can only be 700 feet from the crossing or the school so I would have to get approval from the NH DOT. If they would approve it then we could go ahead with the flashers. The other thing we did is look at Bridge and Belmont, which is almost impossible to cross during peak hours. If you want me to I can contact David Preece and he can do a traffic signal warrant analysis on Bridge and Belmont and Bridge and Highland. That is the consensus that we came out of that meeting with.

Alderman Duval stated at least for starters I think the Committee should consider what is proposed in the memo dated February 17 from Bruce Thomas.

Alderman Roy asked if I am reading the right memo from Bruce it is to go ahead and post it as a school zone, which would run from Mammoth down to Highland.

Alderman Duval answered yes.

Alderman Roy moved to post a school zone on Bridge Street from Mammoth to Highland.

Alderman O'Neil stated there is a memo that Alderman Duval just handed me based on I think your meeting from last Friday and one of the recommendations is to establish an advisory school zone from Hall Street to Mammoth Road. Correct? That is different than to Highland.

Chairman Osborne asked aren't there already 20-mph signs there.

Lt. Valenti answered yes.

Chairman Osborne asked so what is this going to do.

Mr. Hoben answered it goes from Highland to Mammoth. Trinity High School is posted.

Chairman Osborne stated so coming down from Highland I see a 20-mph sign there also. I studied the street myself.

Mr. Hoben responded that is an advisory pedestrian.

Chairman Osborne stated they are not paying attention to that.

Alderman O'Neil stated the recommendation states that we should establish an advisory school zone from Hall Street to Mammoth Road and I think as part of that we should also investigate the cost of putting up signals.

Lt. Valenti stated if we put up the signals it goes to an enforceable school zone.

Alderman O'Neil responded that is something we should absolutely do as part of this. I think the second part of the recommendation about getting Southern NH Planning Commission to conduct a traffic engineering study on whether or not traffic signals are warranted at the intersection of Bridge and Belmont or Bridge and Hall makes a lot of sense. Alderman Duval are you in favor of these recommendations?

Alderman Duval replied yes in addition to what you previously brought up as well.

Alderman O'Neil moved to establish an advisory school zone from Hall Street to Mammoth Road, to have the Traffic Department investigate the cost of signalization and to request Southern NH Planning Commission conduct a traffic engineering study on the intersections of Bridge and Belmont and Bridge and Hall Streets. Alderman Shea duly seconded the motion.

Alderman Duval asked as part of your motion are you talking about further study so that we ultimately make it enforceable.

Alderman O'Neil answered absolutely. I strongly encourage Lt. Valenti and I know I have seen them there and I don't know how often but I know you use the traffic counters in some of the neighborhoods to determine what the speed is and at what time of day. Have you done that on Bridge Street?

Lt. Valenti stated yes. We don't necessarily put it out during the winter months because the plows would damage the cord but I did put it out this week so by the end of the week I will have an indication...

Alderman O'Neil interjected that allows you to hit not only the high volume times but the time when most speeding is taking place.

Lt. Valenti answered correct.

Alderman O'Neil stated my gut tells me that there are people speeding 24 hours a day on Bridge Street but when you use that as an effective tool throughout the City you are able to get police there at the times when they are going to get the most people speeding.

Lt. Valenti replied correct.

Chairman Osborne called for a vote on the motion. There being none opposed, the motion carried.

Chairman Osborne addressed Item 9 of the agenda:

Communication from Deputy City Solicitor Arnold submitting draft language for a non-binding referendum question on requiring NH drivers to carry motor vehicle liability insurance pursuant to Alderman Osborne's request.

Alderman Shea asked is it a good idea or bad idea or what.

Lt. Valenti answered I think it is a good idea. I know that Alderman Osborne's concern was that if we had mandatory insurance we might reduce the amount of abandoned automobiles that we have on the streets. If you register a vehicle in other states there is a requirement that you have insurance. In this state you can register a motor vehicle without getting insurance.

Alderman Shea moved to recommend that the Board place the non-binding referendum question on the ballot.

Alderman O'Neil asked isn't this going to require a change in state law.

Lt. Valenti answered yes.

Alderman O'Neil stated why don't we just ask the members of our legislature to get a bill passed.

Chairman Osborne stated over the years it has never worked. This has come up before the Legislature many times and all it does is drown. What I am trying to

do here and I didn't want to bring it all up but what I am trying to do is put some powder behind the bullet.

Alderman Duval duly seconded the motion. Chairman Osborne called for a vote. There being none opposed, the motion carried.

Chairman Osborne stated I am going to now move to the traffic agenda and I would like to pull off the items on Country Club Drive.

FLASHING SIGNALS:

Gold Street and South Beech Street
Alderman Garrity

STOP SIGNS:

On Eastern Avenue at Karatzas Avenue, SWC (Emergency Act)
Former Alderman Porter

On Allard Drive at Foundry Street, SEC
Alderman Thibault

RESCIND STOP SIGNS:

On Allard Drive at Granite Street, NWC
On Douglas Street at Allard Drive, SWC
Alderman Thibault

PARKING 1 HOUR (8 AM – 6 PM/MON-SAT):

On Silver Street, north side, from a point 50 feet east of Willow Street to a point
40 feet east
Alderman Long

NO PARKING:

On Silver Street, north side, from Willow Street to a point 50 feet east
On Silver Street, north side, from a point 90 feet east of Willow Street to a point
100 feet east
Alderman Long

On Belmont Street, east side, from Concord Street to a point 115 feet north
Alderman Duval

On East High Street, north side, from Belmont Street to a point 100 feet west
Former Alderman Sysyn

NO PARKING ANYTIME:

On Country Club Drive, west side, from Front Street (south entrance) to Front Street (north entrance)
Alderman Forest

NO PARKING (4 PM – 7 AM):

On South Main Street, west side, from Varney Street to a point 80 feet south of West Hancock Street
Alderman Smith

NO PARKING (HANDICAP ONLY):

On Lake Avenue, north side, from a point 85 feet east of Hall Street to a point 25 feet east
Alderman Osborne

NO PARKING (LOADING ZONE):

On Chestnut Street, east side, from Pearl Street to a point 30 feet south
Former Alderman Guinta

RESCIND NO PARKING:

On Rebel Lane, west side, from a point 105 feet north of Gurtner Street to a point 90 feet north
Alderman Roy

RESCIND NO PARKING ANYTIME (6 PM-7 AM/NOVEMBER 15 THROUGH MAY 15):

On Country Club Drive, east side, from Front Street (south entrance) to Front Street (north entrance) – ORD. 8559
On Country Club Drive, east side, from Front Street (north entrance) – ORD. 8604 (duplicate on record)
Alderman Forest

RESCIND NO PARKING (LOADING ZONE):

On Lake Avenue, north side, from a point 60 feet east of Hall Street to a point 25 feet east (ORD. 8127)
Alderman Osborne

Alderman Forest stated Frank Thomas from Highway is here also. The first thing I want to say is a few years ago I proposed a No Parking zone for the east side of Country Club Drive and then due to some discussion with management and all of that we amended it to make it between 11 PM and 7 AM and apparently this hasn't worked. We still have cars that park on both sides of the street. Granted there should be some enforcement up there but due to the fact that an average fire truck is 16 feet wide and an average ambulance is just as wide if you have cars parked

on both sides of the street along with the snow and everything I wouldn't want to be the one that has to call somebody to say that the ambulance can't make it to your house and someone's spouse or somebody dies. In discussion with management at Countryside, Washington Park Estates and the Highway Department we came up with the conclusion that we should make the west side of the street permanently no parking. Frank Thomas and Lt. Valenti can address that part of it. Again, from talking to a majority of the people up there and I know there are some people here that are in opposition to this but again it is a safety issue for me and the Highway Department and I am asking this Board to approve it.

Chairman Osborne said I would like to give the gentleman that is here two minutes to talk.

Russell Hobbs, 23 Country Club Drive, Manchester stated:
Unfortunately we were not invited to attend the meeting that they had with CPM.

Alderman Forest responded your manager was Sir.

Mr. Hobbs stated the biggest problem you are having is not from the Condominium Association 19 and 23. We have ample parking spaces and we don't have people parking on the street at night. If you go up there any night or weekend there are 40 to 50 cars parked there. Part of it is because their regulations...now when these units were built they allowed 1 ½ parking spaces per unit. We don't have any problems. We have 121 spaces and we have 5 visitor spots. They have no visitor parking spaces except for a small overflow parking lot. The other thing you have is you have a lot of cars that never move, not even during snowstorms unless they are towed. This is your big problem. If you can get to CPM and they have a regulation where they only allow one parking space for one-bedroom condos. I don't believe they are using all of their parking spaces and that is what you need to address. You need to address CPM and get them to move.

Chairman Osborne stated we have to end the meeting now but we will have another meeting. I am sorry you had to come down here for nothing.

On motion of Alderman Roy, duly seconded by Alderman O'Neil it was voted to approve the traffic agenda with the exception of the items dealing with Country Club Drive.

On motion of Alderman Roy, duly seconded by Alderman O'Neil it was voted to table the traffic agenda items dealing with Country Club Drive.

On motion of Alderman Roy, duly seconded by Alderman O'Neil it was voted to refer Items 10-15 to next week's meeting.

There being no further business, on motion of Alderman Roy, duly seconded by Alderman O'Neil it was voted to adjourn.

A True Record. Attest.

Clerk of Committee